

This Months Articles

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- Buying a Corvette 101
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Corvette Facts

1.)The first Corvettes were actually "rolled" off the assembly line. Chevrolet was not prepared for grounding to a fiberglass body; the cars would not start.

2.) Of the 314 Corvettes hand built in 1953 only 183 were sold because of "average" performance at such a high price, \$3513

3.)No Corvettes were painted Black at the factory from 1970 to 1976

4.)In 1981, Corvettes were produced with two different types of paint. Lacquer was applied at the St. Louis plant, and enamel was applied at the new Bowling Green plant.

5.)The 2009 ZR1 was the first production Corvette to retail for over \$100,000.

6.)Black was not available as an exterior color in 2012 in favor of the special Carbon Flash Metallic paint

7.)There was a total of 26,216 2021 Corvette Stingrays manufactured at the GM Bowling Green Assembly plant in Kentucky.

Summer is here and in full swing! Vacations, BBQ's, Pool Parties! 4th of July! All the things that we endure the long months of winter to enjoy and experience with our family and friends! Mix in a few caravans, weekly car shows and life is pretty darn good! So as the car season is in full swing, Its time to truly get out and enjoy these marvelous machines that we all love!

Here at SO NH CORVETTES, we've enjoyed some amazing caravans already to Ogunquit, ME and Quechee VT. and on page four you'll find more of our scheduled caravans through October, starting in July with an exciting ride to Laconia! As summer heats up and we add additional events each month, we hope you'll come along and join us on some of the fantastic trips we have planned

July!



Happy 69th Birthday to America's only true Sports car



SO NH CORVETTES Cruise to Quechee Gorge VT

17 beautiful Corvettes accompanied us to Quechee Gorge VT on what turned out to be a beautiful Sunday afternoon. We enjoyed some of the most incredible winding back roads on the two hour cruise up into Woodstock VT. We ventured over to the gorge with a couple of stops for before heading to the Long Trail Brewery for a great lunch and some fantastic picture opportunities afterwards. Our return trip home along the Connecticut river was one full of breathtaking vistas, covered bridges and beautiful winding roads all the way home. One of the highlights is always when we're able to enjoy our cruises with first time members accompanying us along! We hope to see more first time members on our next cruise to Laconia in July .



Did you know the Corvette really started back in 1929

1929 was a very very long time ago. No the Corvette wasn't invented in 1929, but the Blue Flame engine that was in the first Corvette produced in 53 was. It was originally called the Stove bolt 6 and produced a whopping 115hp. Chevy engineers changed out some of the components, added 3 one barrel carburetors and



pumped up the horsepower ratings to 150hp! By today's standards Paltry, your average outboard motor produces more. But Chevy had a dilemma, they had this idea for a sport car and really didn't have a motor designed to go into it.. Not yet anyway, so they made do with what they had. But it didn't take long for the engineers at GM to come up with an engine that would go on to become the backbone for not only the Corvette, but account for 90 percent of GM's car production over the next 40 years. The Chevy 350 V8 was originally 265 cubic inches (ci) and during the early years was in constant state of change, In 1957 it was increased in size to 283ci and in 1962 it became a monster 327ci



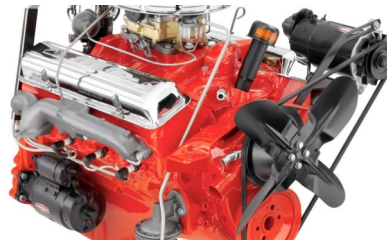
that Duntov added fuel injection too and produced 360hp. In less than ten years the Corvette went from being an underpowered fun little sports car to an all out performance beast! The motor would undergo one final increase in size to 350ci and become the most popular motor in Detroit history known as The Chevy small block engine. The simple configuration that anyone could modify and modify they did... with reports of some cranking out well over 800hp with add-ons and modifications! Later on, Chevy engineers said, if 350 ci is good, then bigger has got to be better, so in 1965 Chevy unleashed the Chevy Big Block! Originally designed as a truck engine, Chevy said, hey let's stuff one of these into a Corvette!

And the Big Block era began. Originally starting out as a 396ci, it quickly grew to 427ci and while all the big block engines were incredible torque machines, the L88 427 quickly became



the king power plant for a few select Corvettes! And even rarer, the all aluminum ZL1 full on racing motor version made its way into 2 Corvettes, making them two of the rarest Corvettes in the world.

Big block engines in Corvettes however ended up having a very limited production run of only 10 years with the final release version of the torque monster 454ci big block in the early to mid 70's. (they will be resurrected in later years) Fuel costs and the beginning of emission standards doomed the "Rat motor" Chevy once again turned to the old reliable 350ci as "the" only engine option through the early to mid 80's. And with the government's newer stricter emissions, the 350ci suffered mightily under the weight of the added smog reduction regulations, bringing the L48 version horsepower output to a mere 180hp! If you

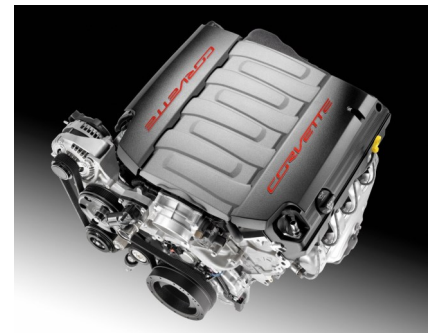


opted for the higher L82 version you got a few extra pony's rated at 210hp. But if you lived in California, you only got one engine, The good old L69 305 rated at 160hp....

One of the more interesting power plants that GM conjured up wasn't even a GM motor but one produced by a marine engine builder, Mercury Marine. The LT5, designed by Lotus, and was a beast for its time, producing 375hp! The ZR1 Corvette was pricey and looked different from the ordinary C4 with a wider distinct stance! it's final configuration in 1995 came in at 405hp.

As Chevrolet began to plan for the next generation C5 Corvette, and wanting it to be an all new platform, they realized they would also

need a new engine design befitting of the car. So in 1997 the LS1 346ci engine series was born producing 345hp that would in later years ramp up to 405hp. In 2005 with the release of the C6, a new updated version the LS1 called the LS2 364ci was released producing 400hp. It was the only engine option until 2006 with the optional reintroduction of the Big Block 427 LS7 in the Z06 producing 505hp. GM was back in the horsepower business in a big way and in 2008 released the standard 376ci 400-435hp LS3 that became standard all the way until the end of the C6 run in 2013. Then in 2009 somebody decided to add a su-



percharger to the LS3 pushing the power to an incredible 638hp the ZR1 became the pinnacle of Corvette performance.

With the release of the C7, Chevy introduced the LT1 376ci, similar to the LS3 in some ways but upgraded with direct injection, variable engine timing and active fuel management. The LT1 remained the standard engine in all C7's from 2014 to the end of the run in 2019. The C7 Z06 model added a supercharger and dry sump oil system that churned out a whopping 650hp! Then in 2019 as a departing gift for the C7 along came the absolute King of the Hill, the ZR1, LT5 6.2 376ci 755hp, 715ft lbs. of torque monster! And finally with the release of the completely new C8, GM once again introduced a new engine, called the LT2, rated at 495hp and while it



remains the same 376ci as the LT1, it virtually is a completely redesigned motor for the mid-engine layout of the C8.



As our ongoing commitment to The 2024 National Corvette Museum Caravan, specifically the New England Chapter, going forward each month we'll be highlighting something relevant about the planned 2024 trip! Since we're all about caravanning and driving our beautiful cars, this trip will be a once in a lifetime opportunity for many! We are blessed to have the appointed NH & VT Team captains as members of our SO NH CORVETTES family. Kevin & Georgia LeBlond! They will be presiding over the procession once our group arrives in PA. on the first night. In the mean time they are always around at most every function we hold and car show we're at, so take a second and talk with one of them to learn more about this great opportunity and fun filled event. While the 2022 Nova Scotia Meet & Greet in July 2022 is now full. There will be more upcoming Meet & Greet events in the coming months leading up to the 2024 Caravan! Additionally lots of exciting things are happening in the background and we can't wait to hear what's next!



New England Corvette Caravan “Meet and Greet”

Double Tree by Hilton Hotel – Cape Cod – Hyannis, MA. October 20, 21, 22, 2022



Register at: www.corvettecaravan.com/new-newengland/

Looking to buy your first or next Corvette

In today's used car market, it's harder than ever to determine if the car you're buying is a fair deal or not. This is especially true if the car you're looking at is a Corvette. Dealerships have had to pay premium pricing to fill their lots with used cars, since new ones have been scarce to limited at best. With inflated pricing pretty much hitting everything across the board, expect the same to hold true for a used Corvette. If you're going the dealership route to purchase your Corvette, you can expect a couple of things, first there will be almost zero wiggle room on the pricing! What its listed for is what you should expect to pay. Secondly the dealership isn't going to chase you out the door trying to keep you from leaving. Chances are if you leave and call back in a day or two the price and terms will be the same. They know that vehicle scarcity will bring someone else in shortly to look at it or buy it!

If you're going the private seller route, you have a little more wiggle room. First typically the private seller is looking to sell their car quickly because there's a motivation or reason behind selling it. Maybe the family size is expanding, someone's heading off to college, or maybe they're buying a new home. All reasons for the seller to be motivated. But here lies a problem, Because of emotional attachment many sellers think their Corvettes are worth the same to us as it is to them. Deals can be found, but patience and perseverance will be a must!

So how do you circumvent all of this? Simply do your homework, spend the time learning what is and what isn't a fair price for the model you're looking to get into. A late model C6 Grand Sport isn't going to be found at typical C6 base model pricing. So if a GS is what you're looking for, then compare the pricing to other similar GS models. Typically a early model year of any generation will have different pricing regardless of condition than to the last years of that generational run. Specialty models like Z06's & GS's will always command higher pricing regardless of the generation!

So how does one go about buying a used Corvette? First, Is this your first Corvette? If you've never owned one, you may want to consider the C3 series as your starting point! Lots of veteran Corvette owners started with C3's. They are pretty affordable, fairly easy to repair and if you look around enough, easier to find. There are many opportunities for you to get into one for around \$10,000 or less. Just be aware that you may be buying someone else's problem! They've either been modified (run away as fast as you can) or they've been neglected. You'll need to be prepared to spend lots of money to get it back to top roadworthy condition!

If you're looking at a C4, its recommended you go with the 86 year and up, for many reasons, starting with the engine TPI injection system (a worthy upgrade from the 84-85 Cross fire Injection) A late model C4 can be a fantastic first Corvette as the car in its later years fairly refined and is probably one of the more affordable generations out in the market, with many being available in the low to mid teens!

C5's are around in abundance and many cars in really good condition can be found in the high teen or the low 20's price range. Again with all the series, the later years will typically be the better option as refinements were added to each new model year. The C6 and C7 pricing remains very high due too in large part to them being the most desired series, and additionally be prepared to compete with previous Corvette owners looking to move up and get into a C6 or C7. Starting in the mid to high \$20, C6's are bringing close to top dollar across the boards. The 08 C6's get you some upgrades starting with the LS3, better transmissions and overall refinements. But the 05-07 C6's can be some of the best bargains out there. They're still fantastic cars and in the looks department they are pretty much identical to the later year C6's.

So you want to just jump right to the top and go all in on a C7, be prepared to spend! They are holding steady, price wise from the 14 to the 19 model year! Typical C7's are bringing low to mid \$50 with Z06's and GS in the \$60-75 or more range.

Finally a couple of other points that can and do play a role in the market pricing is mileage and selling location. There is nothing wrong with considering higher mileage Corvettes if and only if, you can trace the service history of the car. Very well documented higher mileage "service history" vehicles most always will be a better bargain, as long as you can see how well the vehicle has been cared for over its life. Mileage is not always a red flag! These cars with care, can last well into the 150,000 miles range or longer. Footnote: Just remember that not all the vehicle's history is automatically added to any report you're looking at. Repairs done by some local shops or shops that don't report to the major service bureaus such as CARFAX won't make it onto the history report . This can include body shops that repair accident damage!

Also It's recommend first time Corvette buyers stay away from salvage or rebuilt title cars, as they can be a nightmare to insure or register in many states! Also the location where you're looking to buy your Corvette can determine the price market, Typically southern cars will be priced lower, just from the sheer number of units being listed for sale in that area. There are numerous affordable transportation allowing you to buy your Corvette remotely and have it shipped to your location. Or better yet, hop on a plane and drive it home yourself! What better way to get to know and enjoy your new car than a great road trip back home.

Lastly, always remember after you've secured your prized Corvette and you're out and about enjoying it! You must continue the time honored tradition of "waving" as you pass your fellow Corvette family member!

SO NH CORVETTE Scheduled upcoming Caravan's

July

Sunday July 31st

Laconia, NH

August

Sunday Aug. 21st

Vermont General Store

September

Sunday Sept. 11th

Kancamagus Hwy.

Mt Washington Hotel

October

Sunday Oct 16th

Bennington VT

Additional events are in the works and will be added to the schedule as they become finalized!

Happy 4th of July Birthday to group Administrator Jamie Rand!

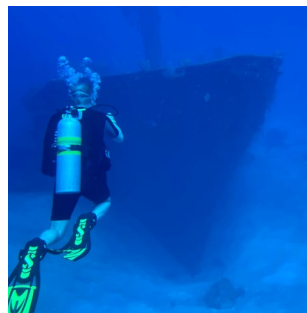
If you've ever had the pleasure of talking with Jamie, then you already know just how amazing a guy he is.! He's the epitome of intelligence, character and dry sense of humor.

But did you also know that he is also a certified underwater diver and has seen some of the most beautiful oceans in the world... from both above and beneath the surface.

When Jamie isn't doing his Jacque Cousteau impersonation, or ripping laps at Loudon raceway, he's at home in Litchfield with his beautiful wife Brenda (talk about sense of humor) and at just about every SO NH CORVETTE event!

His contributions to our group are immense and appreciated.. just a word of advice, never park your Corvette next to his, unless you've spend the entire day detailing it, cause his C6 always looks like it just left the showroom floor..

Happy Birthday Jamie!



1953-54 235-cubic-inch 6cyl Blue Flame 150-HP

1955 265 Cubic inch V8 195 HP

1956 265-CI V8, Increased to 210 HP

1957: Engine grew to 283 cubic inches and 220 HP, breathing through a single four-barrel carburetor. Options: The 283 could be had with dual-quad carbs rated at either 245 or 270 HP or, best of all, with Rochester mechanical fuel injection. The Fuel injection "Fuelie" on top of that 283 increased its output to either 250 or 283 HP.

1958-59: 283 small-block V8 single four-barrel version now making 230 HP, dual-quad versions were rated at 245 and 270 HP and the fuelie engines now made either 250 or 290 HP.

1960-61: Fuel-injected versions grew to 275 and 315 HP.

1962: V8 increased 327 cubic inches. The base four-barrel engine now put out 250 HP with higher output versions available in 300-340 HP versions. The dual-quad option was dropped, but the fuel injection system was back and it was now rated at 360 HP.

1963: Start of the C2, 327 V8 was still rated at 250 HP. On the options sheet were 300- and 340-HP four-barrel, and 360-HP fuel-injected versions of the 327.

1964: 327 V8 was still at 250HP. Optional 360-HP four-barrel 327, and the fuelie motor was now rated at 375 HP.

1965: 327 V8 250 HP, Optional: The "L78" 396 big block appeared and made 425 HP. As for the fuel-injected 327's— 1965 would be its last year.

1966: The base 327, now rated at 300 HP, a 350-HP version in a single four-barrel, The 396 lasted only one year in the Corvette as it was superseded by 427-cubic-inch. the "L39" 427 making 390 HP and the "L72" 427 was rated at 425 HP.

1967: Base 300-HP 327 small-block V8 topped by a four-barrel carburetor. "L88" 427, which used aluminum cylinder heads and 12.5-to-1 compression ratio to make somewhere north of 500 HP while wearing a huge 850-cfm four-barrel carburetor (though Chevy would, disingenuously, only admit to 430 HP). The L88 option upon ordering it automatically eliminated the heater, radio and fan shroud. The intent was obviously racing and only 20 L88s were ever built. Today they are the most desirable of the first Sting Rays. Also new to the Corvette option charts was an "L68" 427 rated at 400 HP and the L71 427 rated at 435 HP and featuring three two-barrel carburetors ("tri-power").

1968: 300-HP 327 small-block V8 topped by a four-barrel carburetor. The optional engines included a 350-HP 327 and all the big-block 427s from '67 including the awesome 500 HP L88."L68".The 427 rated 400 HP and the L71 427 rated at 435 HP and featuring three two-barrel carburetors ("tri-power").

1969: Replacement of the 327-cubic-inch small-block V8s with new 350-cubic-inch versions. As with the 327s, the 350s were rated at 300 HP in base form and 350 HP in the optional "L46." The 427s also returned carrying the same power ratings as '68's. ZL-1 was a limited production option and only two of the 585-HP ZL-1s were produced.

1970: Base 350 300 HP. The "LT-1" 350 370-HP. Two 454-cubic-inch big-block V8s — a 390-HP "LS5" wearing a four-barrel carburetor and a tri-power equipped "LS7" making a claimed 460 HP although non where sold.

1971: Base 350 dropped to 270 HP because of emissions. LT-1 350 dropped to 330 HP. The detuned LS5 454 now made a mere 365 HP. Gone was the LS7 454 and in its place was an "LS6" 454 four-barrel V8 rated at 425 HP.

1972: switch from SAE gross to SAE net power ratings. So the base 350 now produced a 200-HP rating, the LT1 made just 255 HP, and the sole big-block, an LS5 454, could only do 270 HP.

1973: Base 350 now rated at 190 HP and a new optional "L-82" 350 made 250 HP. The sole 454 was an "LS4" rated at 275 HP.

1974: Same HP as 1973 give or take a few ponies. Last year for the big-block V8.

1975: Base 350 V8 making a hideous 165 HP or the optional L82 at 205 HP exhaling through a catalytic converter.

1976-77: The base "L48" 350 was now rated at 180 HP as engineers were beginning to figure out the intricacies of emissions regulations. The L82 350 jumped to 210 HPO. Both engines breathed in through four-barrel carburetors.

1978: The base L48 350 was now rated at 185 HP and a new dual-snorkel intake bumped output of the L82 version to 220 HP.

1979: A dual snorkel air cleaner now fed the Base L48 350 and that boosted output to 195 HP. The L82 was treated to a new cam, larger valves, a higher-compression ratio and a more efficient exhaust system which all combined to push the engine to 225 HP.

1980: Base L48 350 now made 190 HP and the L82 was rated at 230HP. Californians were stuck with only a 305-cubic-inch V8 making 180 HP.

1981: A new, 190-HP "L81" version of the 350 V8 was the only engine available.

1982: "Cross-Fire Injection." This injection system boosted output of the L81 350 to 200 HP.

1983: zero HP Since no Corvettes were made.

1984 Start of the C4 350 V8, again equipped with Cross-Fire throttle body fuel injection and now rated at 205 HP.

1985-86 Tuned Port Injected (TPI) version of the 350-cubic-inch more commonly referred to as a 5.7-liter small-block for 1985. bumped output up to 230 HP.

1987: Hydraulic roller lifters to the L98's valve train boosted its output to 240 HP.

1988-89: New aluminum cylinder heads and a revised camshaft boosted the L98 to 245 HP.

1990-91: The L98 made 245 HP, In the ZR1 the Lotus-designed, Mercury Marine-built, all-aluminum, 5.7-liter, DOHC, 32-valve LT5 V8 made 375 HP.

1992: LT5 V8 made 375 HP. A new LT1 was rated at 300 HP, thanks to significant revisions to the cylinder heads, accessory drives, cooling system and fuel injection.

1993,94,95 : LT1 was 300 HP The LT5 went from 375 to 405 HP 1995: Last year for ZR1 in the C4.

1996: LT1 changed to the "LT4" that increased to 330 HP.

1997-2000: First year for the C5 Gen III V8 engine LS-1 345 HP

2001: LS-1 Went to 350 HP LS-6 The 350 Cubic inch put out 385 HP.

2002: LS-1 350 HP LS-6 Improved more to 405 HP.

2003-2004: LS-1 350 HP LS-6 405 HP.

2005-07: New 6.0-liter "LS2" V8 is the sole power plant. Output is 400 HP.2006-2007: A New LS7 427-cubic-inch, 505-HP engine in the Z06

2008: LS3 6.2L 430-436 HP (depending upon exhaust option) Z06 LS7 427-cubic-inch, 505-HP.

2009-2013: LS3 6.2L 430-436 HP, Z06 LS7 427-cubic-inch, 505-horsepower LS9. The ZR1 6.2L supercharged small-block at 638 HP .

2014-2019 Stingray/GrandSport LT1 6.2L 460HP, 2015-2019 Z06 LT4 6.2L 650HP, 2019 ZR-1 LT5 6.2L 755HP

2020-2022 LT2 495 HP 470 lb-ft

2023 C8 Z06 LT6 5.5 liter flat plane crank 670HP